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ANNUAL REPORT ON

DMA ORBIT DETERMINATION OF THE

NAVY NAVIGATION SATELLITE SYSTEM

1986

J. KENNETH MURPHY

ROBERT J. JONES

DEFENSE MAPPING AGENCY

WASHINGTON, DC 20305 - 3000 USA



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#### INTRODUCTION

The Defense Mapping Agency Hydrographic/Topographic Center (DMAHTC) performs precise orbit computations for Navy Navigation Satellite System (NNSS) satellites, also called TRANSIT, using Doppler observations collected by a worldwide network of stations. Equipment at these sites is configured around either a Tranet II or a Magnavox 1502 DS receiver. Table 1 lists the current stations while Figure 1 shows the tracking network configuration. Recorded Doppler counts, surface weather measurements, and other appropriate data are transmitted daily via satellite communications or over other telecommunication links to DMAHTC for processing, time corrections and orbit determination. There are two classes of NNSS satellites - the "Oscar" and the "Nova". The Nova satellites represent the latest generation of TRANSIT satellites. For Nova satellite 30480 and Oscar satellites 30110, 30130, 30200 and 30300, data were processed in two-day fits. For Nova satellite 30500, data were processed in one-day fits. Table 2 and Figure 2 provide additional information on these satellites.

### 1986 TRACKING STATIONS

Canadan Number	1502 DS Stations	
Station Number		Station Location
30690 35000		Eerndon, Virginia
35004		Ascension Island
35004 35006		St. Helena Island
35007		Dhekelia, Cyprus
35007 35010		Ewa Beach, Hawaii
35010		Diego Garcia Island
35011		Cambridge Bay, Canada
35012		Bahrain, Persian Gulf
35015		Asuncion, Paraguay
35017		Wichita Falls, Texas
35017		Sioux City, Iowa
35021		Shemya, Alaska
35022	•	Las Cruces, New Mexico
35024		Quito, Ecuador
35025		Sigonella, Italy
35025		Santiago, Chile
35027		Kinshasa, Zaire
35027		Aurora, Colorado
35029		Bangkok, Thailand
35036		Rapid City, South Dakota
35037		Idaho Falls, Idaho
3503 <i>7</i> 350 <b>38</b>		Flagstaff, Arizona
35039		NAS Fallon, Nevada
35040		NAS Meridian, Mississippi
33040		Grissom AFB, Indiana
	Tranet II Stations	
545		Smithfield, Australia
547		Brussels, Belgium
548		Mizusawa, Japan
549		Wettzell, West Germany
550		Herndon, Virginia
552		Las Cruces, New Mexico
553		Guam (U.S.)
554		Pretoria, South Africa
555		Sao Jose, Brazil
556		Anchorage, Alaska
557		Thule, Greenland
558		Mahe, Seychelles
559		San Miguel, Philippines
560		Tafuna, American Samoa
561		Austin, Texas
562		McMurdo, Antarctica
563		Calgary, Canada
564		Ottawa, Canada
567		Kerguelen Island
568		Papeete, Tahiti
570		Hermitage, United Kingdom
590		San Fernando, Spain
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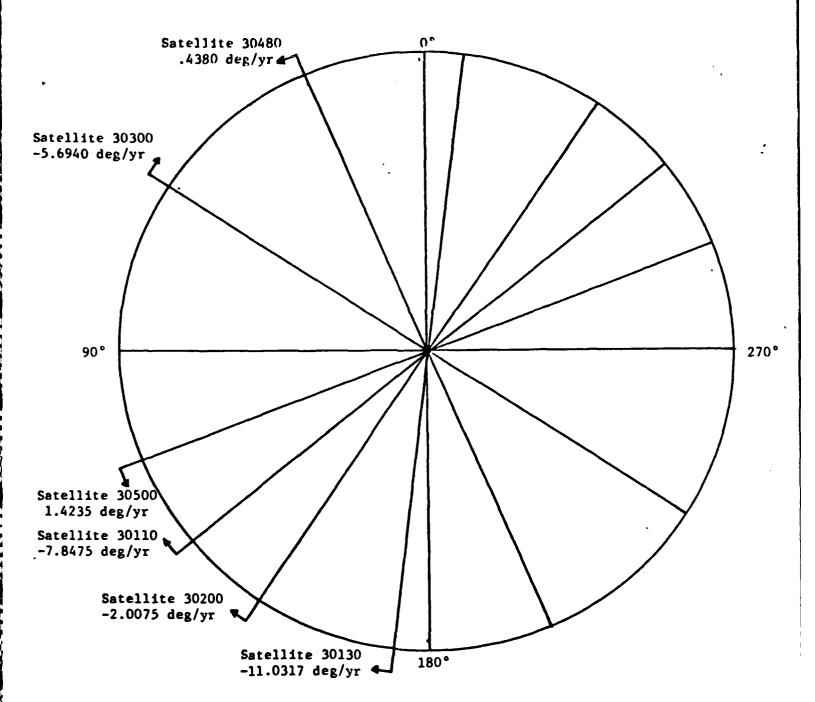
FIGURE 1: 1986 TBACKING NETHORK

TABLE 2: STATUS REPORT ON USABLE SATELLITES AS OF DECEMBER 1986

TRANSIT Satellite Number	Launched	Status
30130	18 May 1967	Operational for 234 months
30200	29 Oct 1973	Operational for 157 months
30110	28 Oct 1977	Operational for 109 months
30480	15 May 1981	Operational for 64 months
30500	12 Oct 1984	Operational for 24 months
30300	3 Aug 1985	Operational for 16 months

These satellites are controlled by the Navy Astronautics Group (NAG) headquartered at Point Mugu, California.

FIGURE 2: TRANSIT ORIENTATION CHART



Right Ascension Epoch 86342

#### **EPHEMERIDES**

Orbits for the six TRANSIT satellites were computed in 1986 on a one-day or two-day basis as previously mentioned, using the CELEST orbit determination program. Ephemerides were computed for the days provided in Table 3.

The orbit computation program provides sufficient diagnostic information to judge the overall quality of estimated ephemerides, the stability of satellite and tracking station clocks, and the performance of the tracking network. One quantity computed within the CELEST program, used as a measure of ephemeris quality, is the station navigation solution. After the satellite ephemeris is estimated, each individual pass of Doppler data acquired during the fit span is used to adjust the geodetic coordinates of the tracking station in directions along and perpendicular to the slant range vector to the satellite at its time of closest approach during the pass. These individual two - parameter station adjustments provide a measure of the consistency of the data with the estimated ephemeris. From these station navigation estimates, a weighted root mean square (RWS) is computed, where the weighting factor for each pass is chosen as the variance of the pass navigation solution.

Table 4 provides the average of the RWS station navigation results for all orbit determinations computed during 1986. These average values, labeled tangential (along - track direction) and radial (slant - range direction), are a measure of the internal consistency of computed ephemerides with the acquired Doppler data.

A measure of orbit repeatability can be obtained by comparing the estimated satellite position at the beginning of each fit .pan with the estimated satellite position at the end of the previous span. These comparisons are made in the radial, tangential and normal directions using the satellite position and velocity vectors to define the coordinate system. Averages for these quantities for the year 1986 are found in Table 4 under orbit consistency.

TABLE 3: 1986 TRANSIT EPHEMERIS AVAILABILITY

TRANSIT Satellite Number	Day Numbers
30110	1 - 365
30130	1 - 365
30200	1 - 98, 101 - 152, 155 - 365
30300	154 - 365
30480	1 ~ 365
30500	1 - 365

TABLE 4: SUMMARY OF EPHEMERIS QUALITY UNITS: METERS

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	SATELLI	TE 30110		SATELL	SATELLITE 30130		SATEL	SATELLITE 30200	8
	TANGENTIAL	RADIAL	NORMAL	TANGENTIAL RADIAL NORMAL TANGENTIAL RADIAL NORMAL	RAD IAL	NORMAL	TANGENTIAL	RADIAL	NORMAL
DATA	2.4	2.2		1.9	2.4		2.0	2.4	
ORBIT	8.0	3.2	1.4	2.7	0.7	1.3	3.3	0.8	1.3

	SATELLI	SATELLITE 30300		SATELLI	SATELLITE 30480		SATELL	SATELLITE 30500	
	TANGENTIAL	RADIAL	RADIAL NORMAL	TANGENTIAL RADIAL NORMAL TANGENTIAL RADIAL	RADIAL	NORMAL	TANGENTIAL	RADIAL	NORMAL
DATA CONSISTENCY	1.6	1.6		1.6	1.6		1.3	1.1	
ORBIT CONSISTENCY	3.0	0.9	6.0	2.2	0.7	1.5	2.2	0.5	6.0

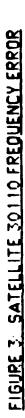
#### TIME STABILITY

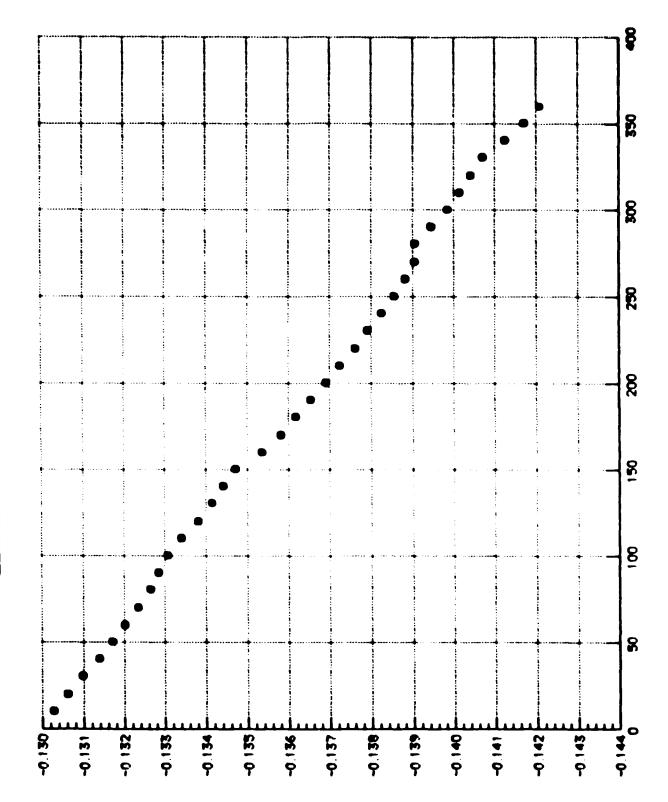
Time stability for the Navy Navigation Satellite System is maintained through the operations of the Naval Astronautics Group at Point Mugu, California.

Time is maintained for Oscar satellites through the deletion of cycle counts generated by a satellite crystal oscillator operating at a frequency slightly above a nominal frequency. Fractional frequency fluctuations are compensated for by estimating oscillator instability and by adjusting cycle counts appropriately. An actual time drift will still occur; however, the time error will be maintained within prescribed limits. For Nova satellites time stability is maintained by varying the frequency of the satellite crystal oscillator. This frequency steering occurs daily, as necessary, for 30500 but is not used on 30480 due to a partial failure of the frequency steering mechanism.

As part of the DMAHTC orbit determination solution, satellite frequency bias and drift are estimated. Frequency bias causes a time drift to occur equal to the ratio of the frequency bias to oscillator base frequency multiplied by the effective time span of the bias. Frequency drift causes a quadratic time error equal to the ratio of the frequency drift to oscillator base frequency multiplied by one - half the square of the effective time span of the drift. The long - term frequency stability for the Navy navigation satellites was calculated using the estimated daily frequency bias from CELEST orbit processing. Since this value is readily available on a one or two - day basis, long - term trends in frequency stability were obtained. Figures 3 through 6 give the plots of estimated frequency bias for Oscar satellites 30110, 30130, 30200 and 30300 respectively. Figure 7 gives similar results

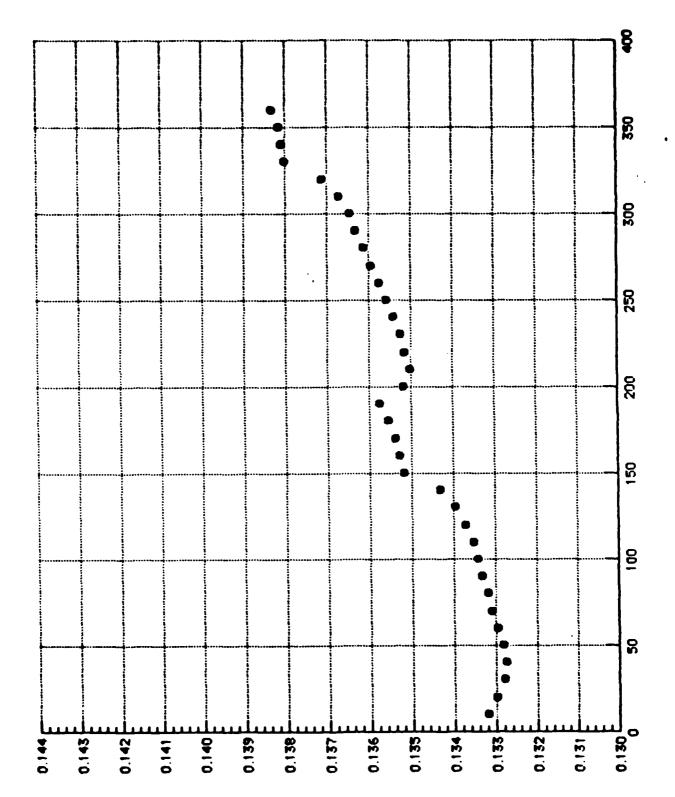
for Nova satellite 30480. Based on these data, average annual frequency drifts for each satellite were computed and are given in Table 5.





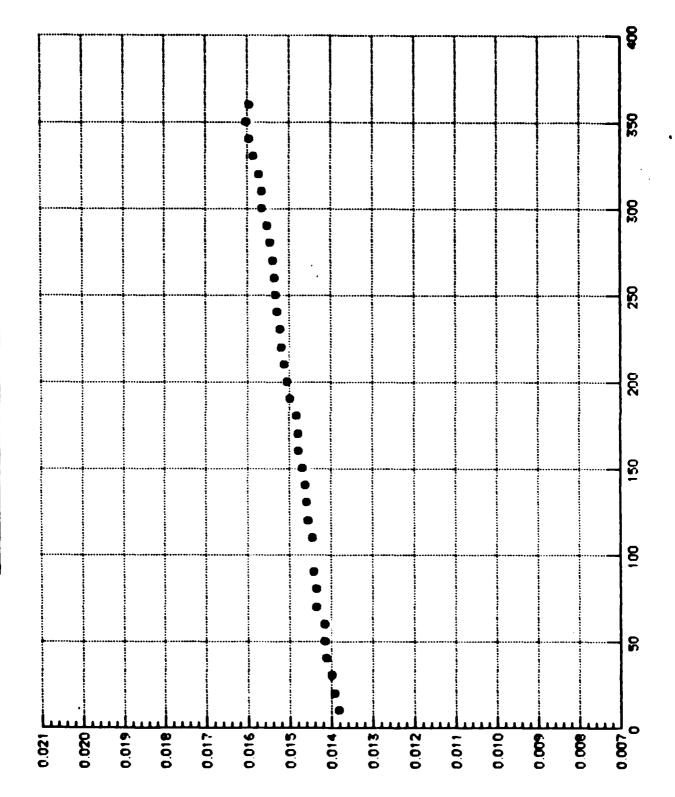
Free Biss (C/S of 1 MME)

FIGURE 4. SATELLITE 30130 FREQUENCY ERROR



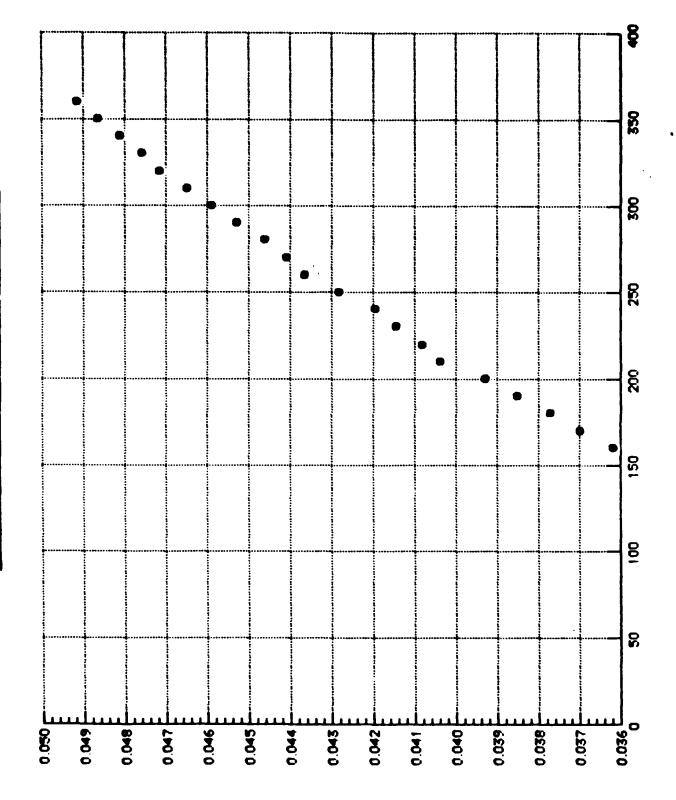
Free Biss (C/S at 1 MHz)

FIGURE 5: SATELLITE 30200 FREQUENCY ERROR



Free Biss (C/S at 1 MMz)

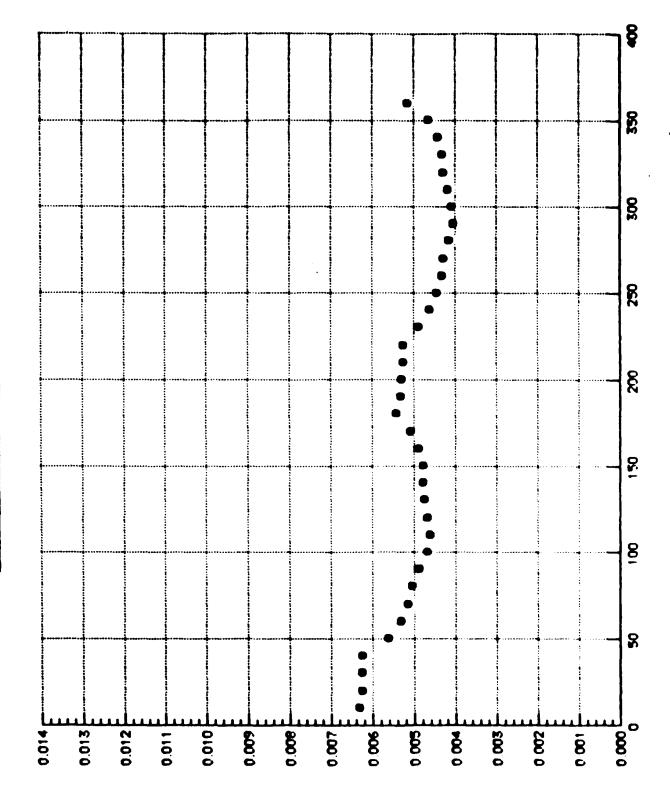
FIGURE 6: SATELLITE 30300 FREQUENCY ERROR



Days 1986

Freq Biss (C/S of 1 MHz)

FIGURE 7: SATELLITE 30480 FREQUENCY ERROR



tree Biss (C/S at 1 MHz)

TABLE 5: 1986 MEAN PREQUENCY STABILITY

TRANSIT Satellite Number	Daily Mean Drift *
30110	-5 -37 x 10
30130	-5 36 x 10
30200	-6 40 x 10
	<b>-</b> 5
30300	11 x 10 -6
30480	13 x 10
30500	**

<sup>\*</sup> Units: Cycles per second per day at 1 MHz

<sup>\*\*</sup> Stability is maintained by active frequency steering.

#### POLAR MOTION

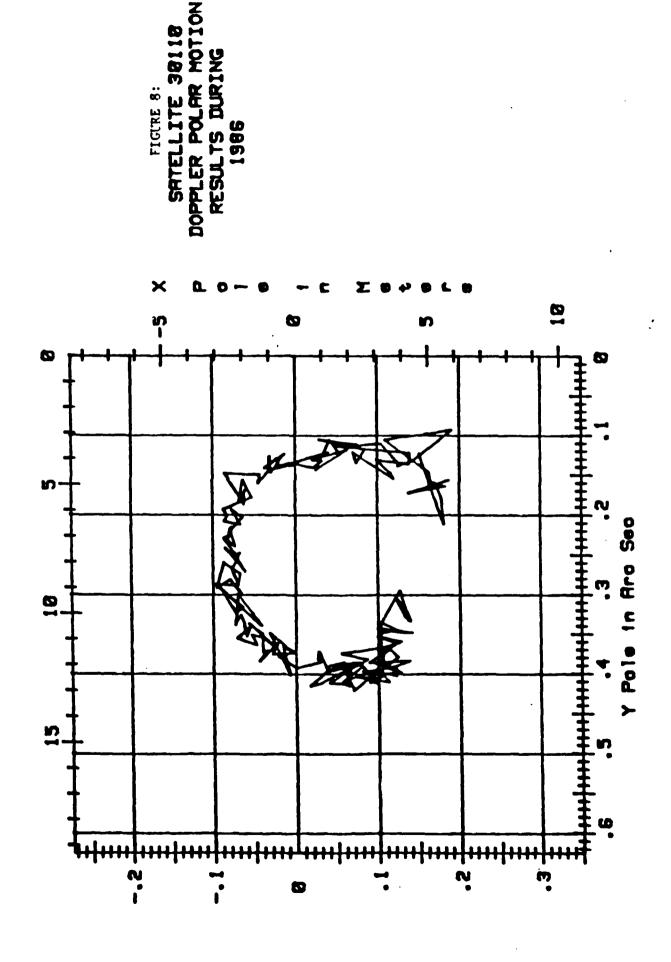
Included among the parameters estimated in the orbit determination program is the position of the Earth's spin axis with respect to the pole of the adopted Naval Surface Weapons Center (NSWC) 9Z - 2 terrestial frame. The scheme used to compute daily pole values is as follows: each satellite for which two-day spans of data are used for orbit determination is designated to have an odd or even starting day number. Consequently, for each day of the year, pole positions are determined using less than six satellites. The fit span and two-day designator are provided in Table 6 for each satellite. Satellite data processed daily produce pole position estimates on both odd and even days. Figures 8 through 13 are plots of the 1986 DMAHTC Doppler pole position values for each NNSS satellite.

Much of the detail of the plot for Nova satellite 30500 is lost due to the density of data points and their scatter. Table 7 is a comparison of Doppler and BIH polar motion values for 1986.

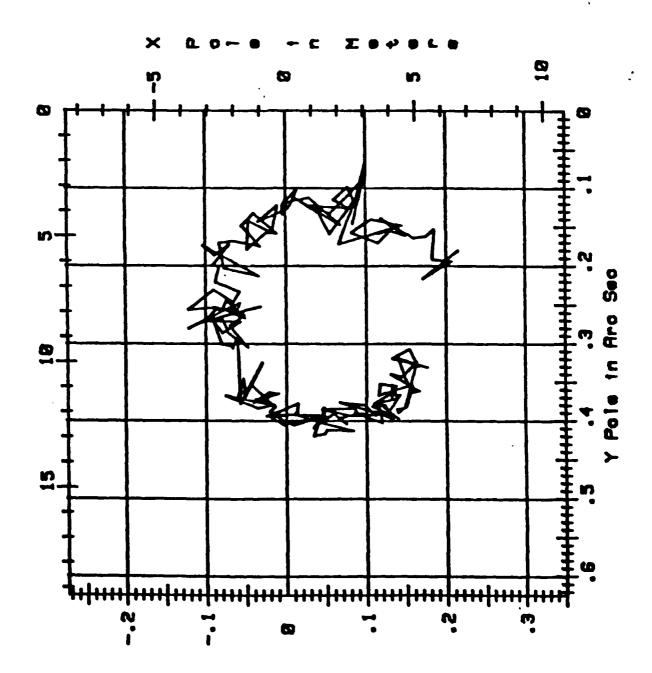
TABLE 6: 1986 POLAR MOTION PROCESSING SCHEME

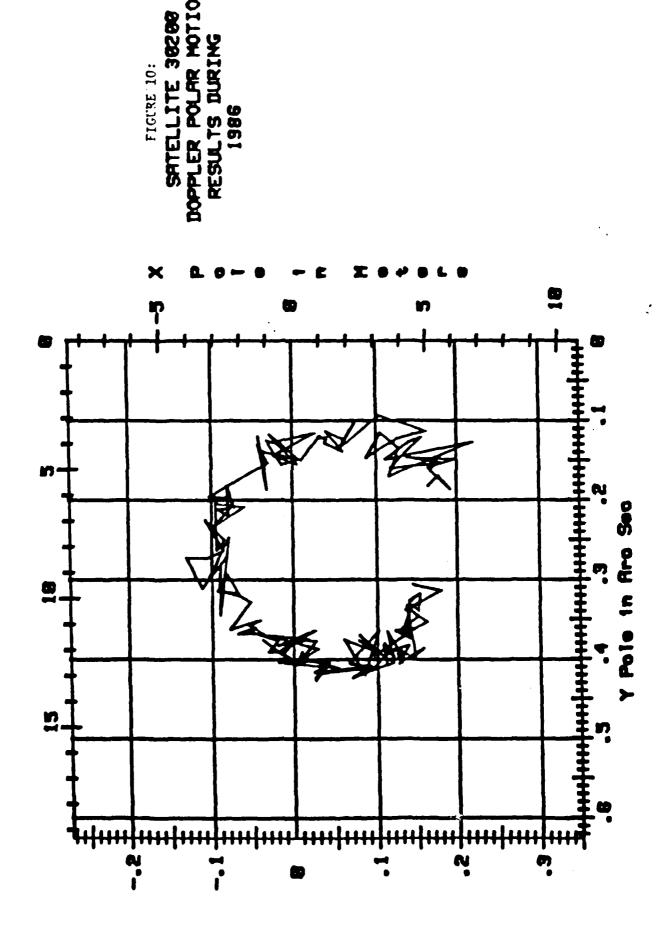
TRANSIT Satellite Number	Processing : One - Day	Interval (Days) <u>Two - Day</u>	Designator
30110	****	1 - 365	Even
30130	****	1 - 365	Even
30200		1 - 98 101 - 152 155 - 365	Odd
30300		154 - 365	Even
30480		1 - 365	Odd
30500	1 - 365		Even. Odd

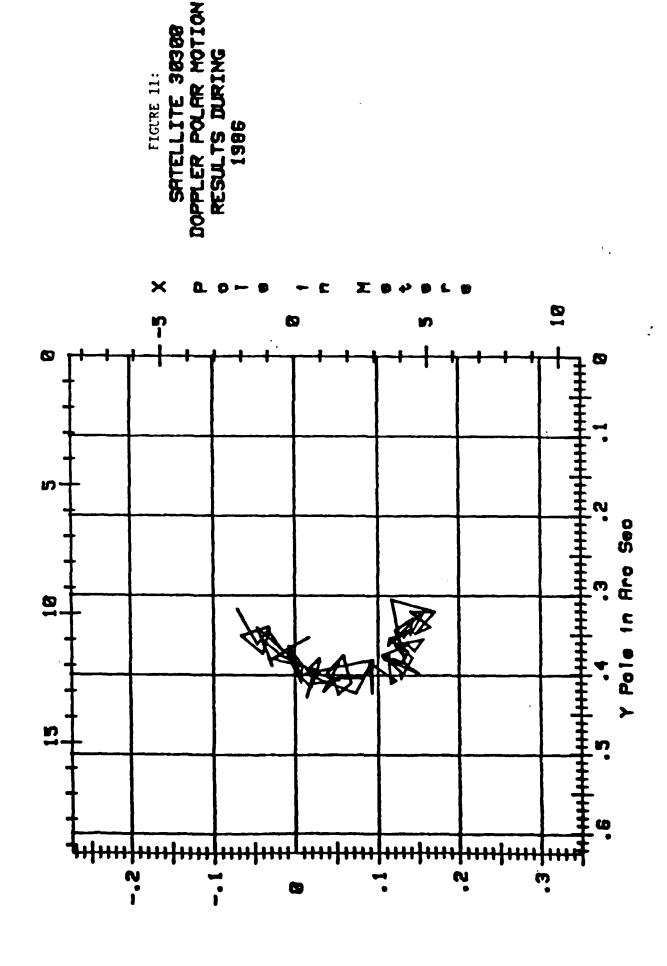
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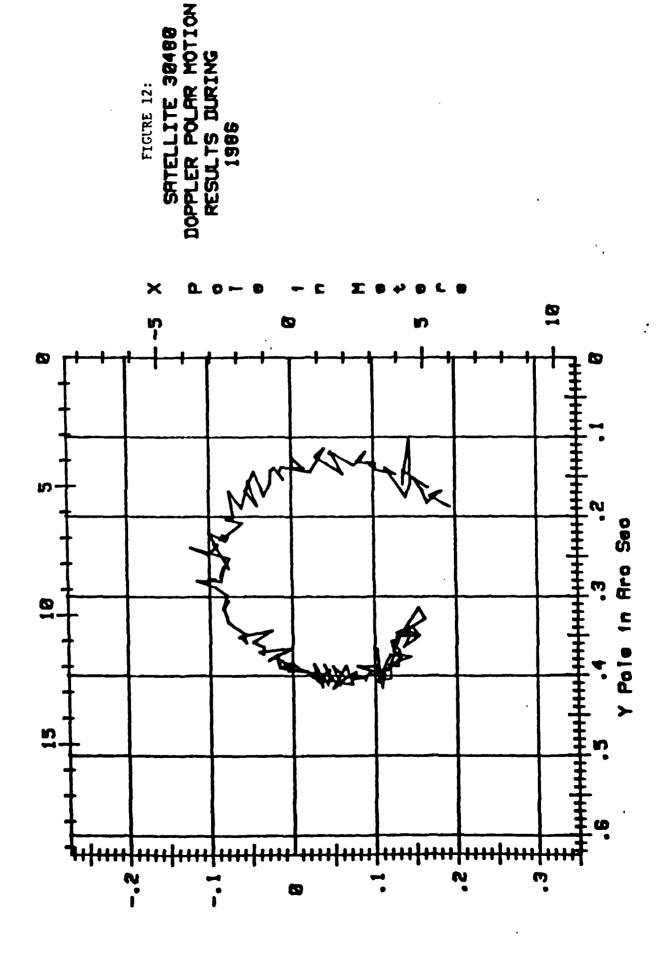








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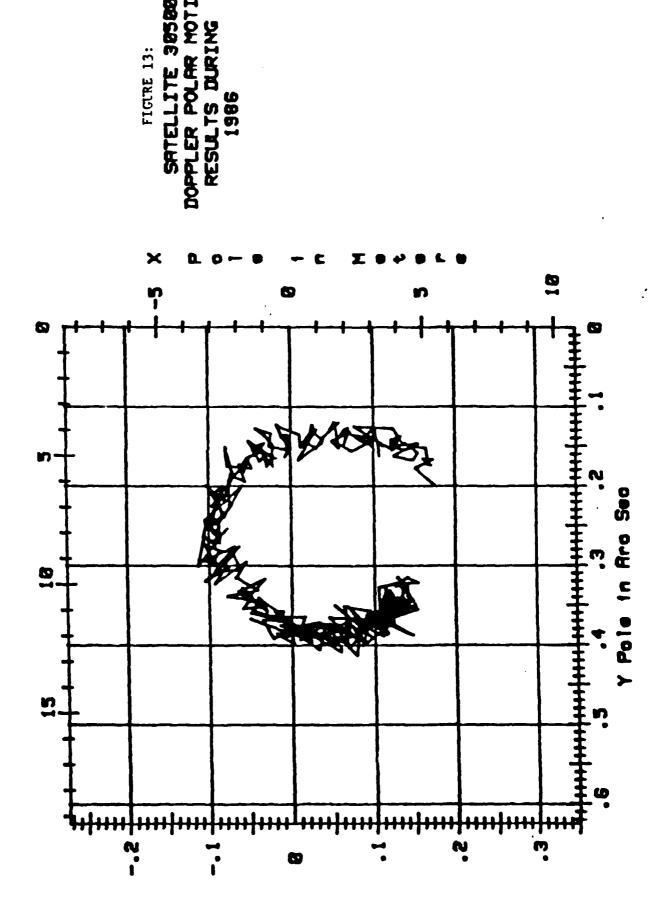


TABLE 7. COMPARISON OF DOPPLER AND BIH POLAR MOTION 1986

	X Comp	onent	Y Comp	onent	
TRANSIT Satellite Number	Mean	RMS	Mean	RMS	Number of Spans
30110	.0082	.0214	.0074	.0184	132
30130	.0045	.0223	.0100	.0222	135
30200	.0043	.0211	.0100	.0184	110
30300	.0055	.0154	.0012	.0151	41
30480	.0013	.0114	.0112	.0159	116
30500	.0069	.0237	.0134	.0214	264

<sup>\*</sup> Mean of Doppler minus BIH Units are arc seconds.

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### **ACKNOWLEDGEMENTS**

The authors wish to acknowledge Mr. Milo Robinson for his contributions to the polar motion section of this report, Mr. Frank Mueller for the frequency error plots and Ms. Carolyn Gray for her preparation of the manuscript.

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Stansell, T. A. (1978) The TRANSIT Navigation Satellite System.

APPENDIX

DMAHTC POLE POSITION VALUES

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30130	•	040	.021		0.0	.033	•	.013	.021		60.	.014		.025	013	•	.015	.022	Ş	<b>Š</b>	.048	Š	!	.017	.041		.012	.012	;	.029	.056		.047	.046	•	.04	.084	
30110		.021	.022		.029	.00	1	.015	.032		.8	.015		.016	003		.021	8		.029	.027	<b>8</b>		.038	.078		.037	.017		.030	.077		.040	.058		. 065	.058	

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240	404	?	387	•	<b>8</b>		.412	086		2		9	. 388	•		8	8	.396	401	50		.402	904		189.	104	.388			8	8		995.	416	395		. 383	7
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	3050	<del>y</del> .	817	•	.413	,	.424	<b>8</b> 0 <b>7</b>	r ·	<b>408</b>		. 365	.421		.376	.394	į	.371	.389	378		.405	.416		686.	40	.381	4	3	.384	395	•	995.	•	394		6	397
00.00	2000	417	:	.420		. 388	8	5	.391		.397	75	5	. 396	195		. 384	200	} .	. 394	.391	900	0000	.376	.380		686.	. 389	.403		?	.397	.381		.379	.397	.391	
0,100	30.10	282		.374		. 366	600	965.	.421		395	412	•	066.	017		398	405		<b>404</b>	4.10	900	, ,	. 396	. 396	ç	<b>504</b> .		404	000	665.	.402	.396	•	.391	<b>4</b> 00	.385	
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34800 30500 .407 .362		.374 .358	375 346	•		. 372	.354 345	• •	.367 .363	.389 .367	340	956.	.360	.367 .359		.35. .343	.354 .361	.369 .334	•	. 355	. 350	.364 .327	ن. د. د.	. 353	.343 .343	.349 .328	.346 .349		2. 858. G.	.349 .315	.343	.314 .329	. 323
30300	404		386	.375	362		.370	.355		796.	.378	.370	į	, 35 /	.343	.353		Ges.	. 354	.363	Ç	g. 5.	.350	.329	344		• 995 .	. 305	.320	348	}	.340	.320
30200		.395	8		384	<b>9</b> 0 <b>7</b> .			. 397	.334	•		.363	375		. 365	.362	.396	6	. 362	. 354	. 339	37.4		.372	.364	.327	;		.340	.334	. 339	•
30130	367		. 366	.378	37.1		.354	.369	796	. 304	.355	.352		.367	.354	.381		) 65.	. 385	.383		. 324	.343	.340	36.2		. 363	.345	.319	334		916.	.307
30110	384		. 386	. 369	379	)	.391	.369		. 20°	. 353	.354	•	. 359	.373	349			.348	.342	Č	C 55.5	. 348	.346	243		cez.	. 333	.306	7.45	?	. 332	.328
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30500	142	138	121	E11.	50. 4			109	131	. 094	. 129		141	123	141	. 111	134	41.	Ξ:	. 135	. 150	122	119	. 152	4.28	501.	137	134	. 128	. 128		. 137	. 135
30480	50.	. 120	133	2	1.6	. 126	977	•	. 117	. 129			. 124	124		. 120	. 130	. 123		. 130	. 154	. 136	•	7	. 142	140	. 127		. 146	. 155	. 137	154	
30300	428		. 128	106	101	2	. 145	. 156	•	. 121	. 133	. 137	•	- 16	. 139	131		061.	. 114	. 112		. 157	. 139	. 143	:	· .	. 128	. 116	. 170	47.		. 165	. 140
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30110	000	2	680.	. 115	707	• 71 .	. 109	8		. 123	660.	108		. 128	104	Ş		. 120	141	102		<b>.</b>	131	. 117	8	660.	. 126	. 139	. 123		?	. 137	. 132
DAY	E 4 6	315	316	318	919	320	322	323	325	326 327	328	326 330	331	332	334	335	337	938 939	40	341	343	4 4 5 4 5 5 5	946	1 2	949	35.1	352	35.4	155 156	157	59	60	362

ITION VALUES	SECONDS
POLE POS	TTC. ADC
DMAHTC	=
	DMAHTC POLE POSITION VALUES

	30500
	34800
POLE (ARCSECS)	30300
Y POLE (	30200 .307
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UNITS: ARC SECONDS	30500 . 126
5	30480
(ARCSECS)	30300
X POLE (	30200
	30130
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	YEAR 86

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